HONDA ServiceNews October 2006

Helping you fix it right the *first* time - *every* time

A/T Engagement Shock or Noise? Neutralize the Engine Mounts

To cut down on engine noise and vibration, the subframe and engine mounts isolate the engine and transmission from the passenger compartment. If any of the subframe mounts or engine mounts are binding, they can increase engagement shock, transmission noise, or engine vibration.

Before you replace an A/T for an engagement shock or noise complaint, test-drive an identical known-good vehicle to make sure the shock or noise isn't just a normal characteristic. If your service customer's vehicle is worse compared to the known-good vehicle, refer to the applicable S/M to neutralize the engine mounts. If the S/M has no such procedure, then follow these steps instead:

1. Loosen the main engine mounting bolts until they're just finger-tight.
2. Start the engine, and set the parking brake.
3. Apply the brakes, and then shift back and forth between Drive and Reverse several times.
4. Shift to Park, and shut off the engine.
5. Torque the main engine bolts to spec.

New Software for HDS: Version 2.006.012

During the week of October 16, 2006, each Honda dealership was sent a new CD containing HDS software version 2.006.012. This new CD sports a dark green label that reads **HDS VER 2.006.012**, and it's dated October 2006. Your system administrator should have this software already loaded onto the master server.

Here's some important info on 2.006.012:

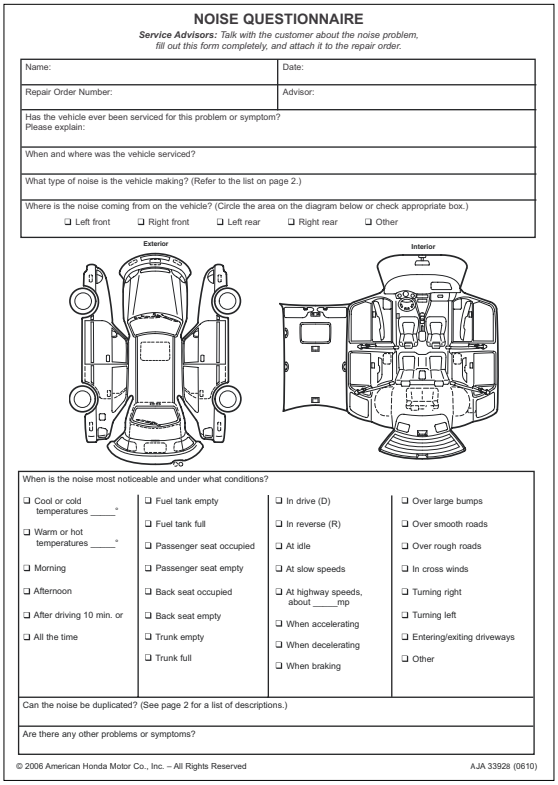
- It adds system coverage for '07 Civic Si Sedans.
- It enhances the Honda Interface Module (HIM) user interface.
- It includes a memory enhancement to cut down on problems with partial software installation.

Noise Questionnaire Job Aid Makes Your Job Easier

Without a doubt, chasing down a noise problem can often require the sleuthing skills of Sherlock Holmes. It's time-consuming, frustrating work, especially if the RO is skimpy on the details. Well, we've got some good news that may help make that job easier! We've recently posted on ISIS a brand new job aid—the *Noise Questionnaire*. It's a two-page document tailor-made to help service advisors get all the facts they need to write up an accurate RO. Here's what this job aid features:

- A set of common-sense questions for the customer to provide you with all the necessary facts to track down the noise and fix the problem.
- A pair of special vehicle diagrams—one for the vehicle's exterior, another for its interior—to show you just where the noise is coming from. What makes these diagrams so special is you see the entire outside and inside of the vehicle (front, back, top, and sides) all at the same time. How cool is that?
- An alphabetical list of commonly heard noises along with a short blurb describing what each noise sounds like. This is a handy tool if the advisor is stuck finding just the right word to describe the noise.

The completed *Noise Questionnaire* gets stapled to the RO, so don't be surprised if you see it on one of your next jobs. Here's what it looks like:



NOISE QUESTIONNAIRE

Service Advisors: *Talk with the customer about the noise problem, fill out this form completely, and attach it to the repair order.*

Name:	Date:
Repair Order Number:	Advisor:
Has the vehicle ever been serviced for this problem or symptom? Please explain:	
When and where was the vehicle serviced?	
What type of noise is the vehicle making? (Refer to the list on page 2.)	
Where is the noise coming from on the vehicle? (Circle the area on the diagram below or check appropriate box.) ❑ Left front ❑ Right front ❑ Left rear ❑ Right rear ❑ Other	

Exterior

Interior

When is the noise most noticeable and under what conditions?

❑ Cool or cold temperatures ____°	❑ Fuel tank empty	❑ In drive (D)	❑ Over large bumps
❑ Warm or hot temperatures ____°	❑ Fuel tank full	❑ In reverse (R)	❑ Over smooth roads
❑ Morning	❑ Passenger seat occupied	❑ At idle	❑ Over rough roads
❑ Afternoon	❑ Passenger seat empty	❑ At slow speeds	❑ In cross winds
❑ After driving 10 min. or	❑ Back seat occupied	❑ At highway speeds, about ____mp	❑ Turning right
❑ All the time	❑ Back seat empty	❑ When accelerating	❑ Turning left
	❑ Trunk empty	❑ When decelerating	❑ Entering/exiting driveways
	❑ Trunk full	❑ When braking	❑ Other

Can the noise be duplicated? (See page 2 for a list of descriptions.)

Are there any other problems or symptoms?

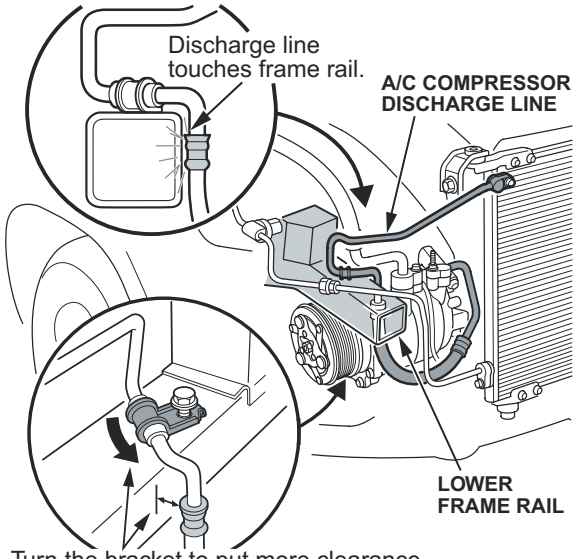
© 2006 American Honda Motor Co., Inc. – All Rights Reserved AJA 33928 (0610)

Rattle or Buzz From Right-Front When Accelerating or Decelerating With A/C On

NOTE: This article applies to ’02–06 CR-Vs and ’03–06 Elements.

If a service customer complains of a nasty rattle or buzz from the right-front of the vehicle when accelerating or decelerating with the A/C on, the culprit may be the A/C compressor discharge line. If the line bracket is bent and the line touches the lower frame rail, it can generate a strong resonance when the vehicle is accelerating or decelerating.

To get rid of this noise, loosen the line bracket and straighten it out. Reposition the line so it clears the frame rail, and lock it down.


Discharge line touches frame rail.
A/C COMPRESSOR DISCHARGE LINE
LOWER FRAME RAIL
Turn the bracket to put more clearance between the line and the frame rail.

Short SCS Circuit to Clear VSA DTC 84

Working on a ’05–07 Odyssey and you can’t clear VSA DTC 84 (VSA sensor neutral position) with the HDS, or the VSA sensor neutral position memorization doesn’t complete? Refer to page 19-87 of the ’05–07 Odyssey S/M, and do it manually by shorting the SCS circuit (Online, enter keyword **NEUTRAL POSITION**, and select **VSA Sensor Neutral Position Memorization** from the list.) It works every time.

Drive Vehicle to View Steering Angle Sensor Value

Need to view the steering angle sensor value on the HDS for a ’05–07 Odyssey? Make sure you drive the vehicle over **10 mph**. The VSA control unit uses yaw and wheel speed inputs, along with vehicle speed input, to determine the steering wheel’s center position. Without a vehicle speed input, the steering angle sensor value just reads zero no matter how much you turn the steering wheel.

Whiny A/T? Consider This Before Ordering a Reman

Got a vehicle in your shop for a whiny A/T? Before you go off and order a reman unit, you need to consider a few things first. Our reman center has found that **30 to 40 percent** of the failed A/Ts returned for noise problems turned out being NTF after inspection.

To avoid unnecessary A/T replacement, here are some general front-wheel-drive facts you need to think about as you troubleshoot:

- Front-wheel-drive vehicles have a transaxle instead of a conventional A/T with a rear differential. The transaxle combines A/T and differential gears, shafts, and bearings into a compact package that’s mounted right next to the passenger compartment. Because the transaxle is so close to the passenger compartment, the noise coming from the transaxle is more evident than the noise coming from a conventional A/T with a rear differential.
- Front-wheel-drive vehicles can transmit wheel bearing, tire, and transaxle noises into the passenger compartment more readily than vehicles with rear wheel drive. Test-drive both your customer’s vehicle and an identical known-good vehicle for comparison. Some noises can take up to **20 miles** of highway-speed driving to duplicate, so hang in there and be patient. If the noise level is the same in both vehicles, don’t bother ordering a reman unit.

Poor AM/FM Reception; Static When Going Over Bumps or Striking the Dashboard

NOTE: This article applies to ’05–06 Odysseys and ’06 Pilots.

Got a service customer complaining of poor AM/FM reception or static when going over bumps or when striking the dashboard? Before you order a replacement audio unit, first order the applicable part (feeder or subfeeder) from this list:

Model	Description	Part Number	Honda Code
’05–06 Odyssey	Subfeeder	39159-SHJ-A01	7708829
’06 Pilot	Feeder Assembly	39159-S9V-A21	8083859

Unplug the original cable from the audio unit, and plug the new cable into the unit and into the sublead. Temporarily route the new cable over the floor carpet, and check the radio reception again. If the reception gets better, install the new cable using the original cable’s routing path.

Moonroof Glass Weatherstrip Can Be Replaced Separately

NOTE: This article applies to ’03–07 Accords, ’05–07 Odysseys, ’06–07 Pilots, and ’06–07 Ridgelines.

If you need to replace a damaged moonroof glass weatherstrip (moonroof seal), **don’t** order the moonroof glass assembly; just order a replacement weatherstrip. The weatherstrip is designed so you can replace it separately from the moonroof glass, and American Honda parts stock carries it. See S/B 05-012, *Moonroof Glass Weatherstrip Is Damaged*, for details.

A/C Compressor and Condenser Fans Don’t Work

Got a ’02–05 Civic in your shop because the A/C compressor and the condenser fans don’t work? A bad thermal protector may be the culprit. Refer to page 21-50 of the ’02–05 Civic S/M, and test the thermal protector for an open circuit. (Online, enter keyword **A/C COMPRESSOR**, and select **A/C Compressor Clutch Check** from the list.) If the circuit is open, replace the thermal protector.

Just a reminder: When you install that new thermal protector, make sure you use the silicone grease with P/N 08798-9028, H/C 7963507. You can read all about it in the February ’05 issue of *ServiceNews* (see “New Grease for Sanden A/C Comp Thermal Protector”).

Idle Vibration After Doing S/B 04-024

NOTE: This article applies to A/T-equipped ’03–04 Accord L4s.

Just did the repair procedure in S/B 04-024, *Engine Vibrates While Idling In Gear,* but the engine still idles like a Tin Lizzy? A damaged exhaust pipe A rubber mount may be the reason why. Inspect the rubber mount. If the mount is torn or deteriorated, replace it. Then start the engine, and make sure it idles smoothly.

S/M Fix: DTC P0741, ’03–07 Accord V6

You need to do a bit of tweaking to step 8 of the troubleshooting procedure for A/T DTC P0741 (torque converter clutch circuit stuck off) on page 14-121 of the ’03–07 Accord V6 S/M. It incorrectly says to choose the clutch pressure control (linear) solenoid A and test A/T clutch pressure control solenoid valve A. It should really say to choose the clutch pressure control (linear) solenoid **C** and test A/T clutch pressure control solenoid **C**.

And here’s something else: The **YES** response to the query *Is the result NORMAL?* should read Go to step 9.

Mark up your copies of the S/M to reflect these changes. They’ve already been made in ISIS.

Tire Mounting Paste: A *Better* Way to Mount Tires

For years, the recommended way to mount a tire to a rim meant using a solution of soapy water. But today, that's changed, thanks to tire mounting paste. Here are some of the reasons tire mounting paste is a must-have for your shop:

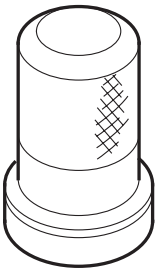
- In vehicles with TPMS, there's less chance of tire pressure sensor damage.
- It helps keep your tire equipment and work area cleaner.
- It comes premixed so you can use it straight from the bucket.
- Most brands include some sort of rust inhibitors to help fight rim corrosion.
- It makes short work of mounting stiff, low-profile tires.
- It helps tire beads seal faster during inflation.
- There's less chance of tire vibration if the bead is completely seated.
- The tire doesn't move on the wheel as much after balancing, so you get less vibration complaints.

Look for tire mounting paste at your local retail auto supply store. You can also find it by doing a web search. There are a number of available brands to choose from. Here's a typical brand of this product:

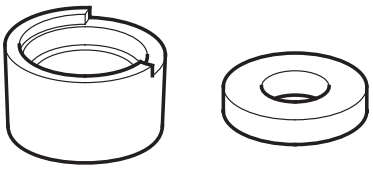
New Bushing Replacement Special Tools Coming Your Way

Each Honda dealership will soon be getting some new special tools for replacing the bushings in the front suspension lower arms of '06–07 Civics. Watch for a Bushing Driver (T/N 07AAF-SVAA100) and a Receiver Set (T/N 07AAF-SVAA200). These tools are called out in the Suspension section of the '06–07 Civic S/M.
Here's what they look like:

Bushing Driver (T/N 07AAF-SVAA100)



Receiver Set (T/N 07AAF-SVAA200)



Wind Noise From the XM Antenna

An air leak at the XM antenna mounting gasket can cause wind noise in '04–07 Accords when driving over **40 mph**. Refer to page 22-382 of the '03–07 Accord S/M, and tighten the XM antenna mounting nut. (Online, enter **XM ANTENNA**, and select **XM Antenna Replacement** from the list.) Then test-drive the car to make sure the noise is gone. If you can still hear the noise, remove the antenna, and add EPT foam to seal the gaps between the antenna and the body.

AUTOMOTIVE Youth Educational Systems YES ®

HONDA ServiceNews

©2006 American Honda Motor Co., Inc. - All Rights Reserved. Published by AHM Parts and Service Communications, 1919 Torrance Blvd., Torrance, CA 90501-2746. All suggestions become the property of American Honda Motor Co., Inc.; sending a suggestion gives Honda permission to publish it without further consideration.

ASN 33847 (0610)

ASE CERTIFIED
WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION THROUGH
National Institute for AUTOMOTIVE SERVICE EXCELLENCE